

B. R. TAYLOR,
Steamer,
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1920. 日八月七日七十二號光

SATURDAY, AUGUST 31, 1901.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.

NAGASAKI. LONDON.

LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU.

HONMAY. SHANGHAI.

TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS. BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent
" " 4 " " 3 "

" TARO HODSUM, Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chen Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. T. Lauts, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [8]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Subscribed Capital 5,000,000
Paid-up Capital 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:—
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months
" " 6 " " 5 "
" " 12 " " 12 "
" E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. [14]

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED
A LARGE CONSIGNMENT
OF

AMERICAN BOOTS

TAN CALF, BLACK CALF & GLACE KID,
WITH

SQUARE, MEDIUM AND POINTED TOES,

ALSO

PATENT COURT SHOES

AND

SHOOTING BOOTS.

An Inspection is invited.

LANE, CRAWFORD & CO.

Hongkong, 10th August, 1901. [73ac]

F. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
AND
RETAILER.

16th July, 1901. [715c]

CLARETS.

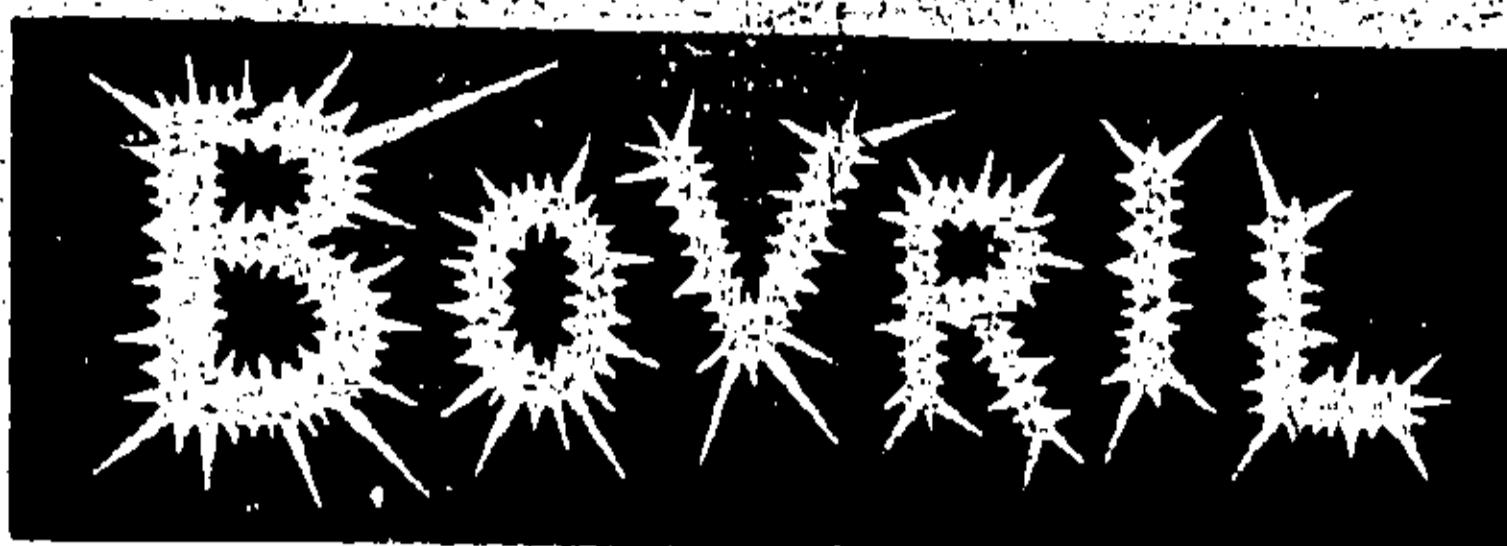
VIN ORDINAIRE \$ 4.00
MEDOC 4.50
St. EMILION 5.00
MARGAUX 5.50
St. JULIEN 6.00
St. ESTEPHE 6.50
CH. LEOVILLE 8.00
CH. LAROSE 11.00
CALIFORNIA 4.50
ZINFANDEL 5.00

An allowance of SEVENTY FIVE cents per dozen is made for quartet bottles when returned to our godown. Special rates for Hogsheads.

H. PRICE & CO.,
12, QUEEN'S ROAD.

Intimations.

BOVRIL PROMOTES ENERGY and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex, cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

W. BREWER & Co.

Ex. S.S. "FORMOSA".

London Made LEDGERS, JOURNALS
DAY BOOKS, CASH BOOKS, MINUTE
BOOKS, MANUSCRIPTS.

A Large Stock GLASS INK BOTTLES,
INKSTANDS in Great Variety.

BEST INDIA RED SEALING WAX.

CASH BOXES, SPIKE FILES.

DESPATCH BOXES.

IN MEMORIAM CARDS.

Hongkong, 28th August, 1901. [68c]

V.O.S.

VERY OLD SCOTCH,

OLD VATTED WHISKY.

Is unrivalled for its Mild, Mellow Flavour. Composed entirely from the finest products of best known Highland Distilleries. Thoroughly matured.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 27th August, 1901. [15]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—44, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasabe, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI".

A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railway

Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Jida Coal Mines.

SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Maizoura, Onicura,

Otsu, Tohmyama, Tsubakuro, Yoshinotani, Yoshiro, Yunokibara and other Coal Mines.

N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [153c]

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
MARSEILLE Banca E. P. Martin, R.N.R. About 7th Sept. Freight only.
and LONDON ... Cantont C.F. Lockstone, R.N.R. About 9th Sept. Freight or Passage.
YOKOHAMA ... Palawan J. Cheliev, R.N.R. About 13th Sept. Freight or Passage.
SHANGHAI ... Palawan J. Cheliev, R.N.R. About 13th Sept. Freight or Passage.
LONDON, &c. Parramatta R. T. Cook, R.N.R. Noon, 31st Aug. Freight or Passage.
(See Special Advertisement). (Passing through the Inland Sea).
Via SHANGHAI, NAGASAKI and KORE.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 31st August, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES.
PRINZESS IRENE. THURSDAY, 5th September.
PRINZ HEINRICH. THURSDAY, 10th September.
PREUSSEN. WEDNESDAY, 11th October.
HAMBURG. Hamburg-Amerika Linie. WEDNESDAY, 16th October.
SACHSEN. WEDNESDAY, 30th October.
KIAUTSCHOU. Hamburg-Amerika Linie. WEDNESDAY, 13th November.
BAVARIA. WEDNESDAY, 27th November.
STUTTGART. WEDNESDAY, 1st December.
KONIG ALBERT. WEDNESDAY, 28th January, 1902.
PRINZESS IRENE. WEDNESDAY, 22nd January, 1902.
PREUSSEN. WEDNESDAY, 27th February, 1902.
HAMBURG. Hamburg-Amerika Linie. WEDNESDAY, 19th February, 1902.
SACHSEN. WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamer "PRINZESS IRENE," of the NORDDEUTSCHER LLOYD, Captain P. Wetin, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd September, Cargo and Specie will be received on Board until 5 P.M.; on WEDNESDAY, the 4th September, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [22]

Hongkong, 23rd August, 1901.

Hotels.

HONGKONG HOTEL.

Hongkong, 15th November, 1900. [13]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAIN TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

W. H. POTTS & Co., 3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR MERCHANTS.

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.
CHAMPAGNE BITTERS
AND
CROWN SODA

Before Tiffin.
CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.
THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

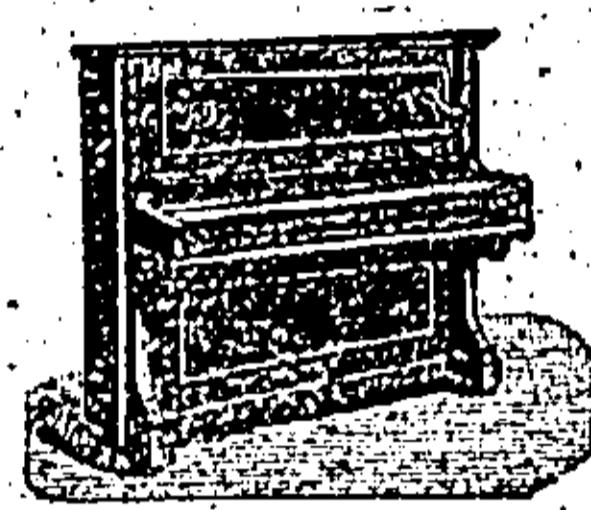
Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

**THE ROBINSON
PIANO CO., LIMITED.**



BEST VALUE IN

PIANOS.
MONTHLY PAYMENT
SYSTEM.

Hongkong, 10th August, 1901. [571c]

COTTAM & Co.
NOW offering Special Sample Consignment
of the Celebrated



K BOOT,
ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

KELLY &
SOLE AGENTS IN THE FAR EAST FOR
THE YOST TYPEWRITER.

Price \$225.

SWAN FOUNTAIN PENS,
in 3 Sizes.
Prices \$6.00, \$8.00 and \$12.00

**SLAZENGER'S FAMOUS
E.G.M. TENNIS RACQUETS.**
Price \$10.00

**AYRES CHAMPIONSHIP
TENNIS BALLS.**
Price \$9.50 per doz.

A. CHEE & Co.
17a, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils; Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE! SALE!
Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests, Remnants, Toys, Dolls, Gentlemen's Hats, Half-Hose and Gloves.

R. G. HECKFORD,

Manager.

781c)

**OLD MATURED
JOHN WALKER WHISKY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!**

Hongkong, 2nd July, 1901. [775c]

**CO-OP'S
Advertisement**

IN THE MATTER OF ORDINANCE NO. 2 OF 1893.

IN THE MATTER OF THE PETITION OF MARCONI'S WIRELESS TELEGRAPH COMPANY, LIMITED, OF 16, FINCH LANE, IN THE CITY OF LONDON, ENGLAND, FOR LETTERS, PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN INVENTION FOR IMPROVEMENTS IN APPARATUS FOR WIRELESS TELEGRAPHY.

NOTICE is hereby given that the PETITION, SPECIFICATION, and DECLARATION required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the Intention of the said COMPANY by DENNYS & BOWLEY, their Solicitors to apply at the Sitting of the Executive Council, hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the above named Invention. And Notice is hereby also given that a Sitting of the Executive Council, before whom the Matter of the said Petition will come for decision will be held in the Council-Chamber, at the GOVERNMENT OFFICES, Victoria, Hongkong, on TUESDAY, the 17th day of SEPTEMBER, 1901, at 11 A.M.

Dated this 31st day of August, 1901.

DENNYS & BOWLEY,
Solicitors for the Applicant.

NOTICE:

I BEG to give Public Notice that I decline to be any longer RESPONSIBLE for any DEBTS incurred by my WIFE or my CHILDREN.

JOHN CARROLL.

Hongkong, 31st August, 1901. [942c]

DOUGLAS STEAMSHIP COMPANY, LIMITED:

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG."

Captain Bathurst, will be despatched for the above Port, on MONDAY, the 2nd September, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 31st August, 1901. [943c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

of the NORDEUTSCHE LLOYD.

Captain E. Prehn, due here with the outward German Mail about TUESDAY, the 3rd September, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 31st August, 1901. [942c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain J. E. McArthur, will be despatched, as above on WEDNESDAY, the 4th September, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMEY & Co., General Managers.

Hongkong, 31st August, 1901. [946c]

A. S. WATSON & Co., LIMITED,

IMPERIAL PURE LINEN, NOTE-PAPER AND ENVELOPES.

A LINEN PAPER OF THE VERY BEST QUALITY.

SANDOW'S OWN COMBINED DEVELOPERS.

Price \$800.

Photogravures of—

H.M. THE KING,

H.M. THE QUEEN,

H.R.H. THE DUKE OF YORK,

H.R.H. THE DUCHESS OF YORK.

Price 25 Cents each.

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

HONGKONG, SATURDAY, AUGUST 31, 1901.

NOTES AND COMMENTS.

Jerry Building.

The enquiry into the Cochran Street collapse has, as will have been noted by all who followed the evidence of Messrs. TOOKER and CRISP as given before Mr. HAZELAND yesterday, proved beyond a doubt that this great catastrophe, whereby no less than forty-three persons lost their lives, was due solely to Jerry building. As a matter of fact the party wall between Nos. 32 and 34 was no wall at all in the true sense of the term, but simply a brick through filled in with broken odds and ends of material. That is to say, there was nothing to bind the wall together and it might well be regarded as a wall of one brick, in thickness for all the strength it had. Doubtless the contractor or builder who constructed this death trap made a good profit out of it, but at the cost of murder, for it cannot be regarded as any thing else.

Another point which was made very clear and was well worth dwelling upon was the total absence of any qualified supervision in the addition of the new storey to the building. The plan we are told, was obtained from a European architect, Mr. HAZELAND, and with the making of the plan his interest and responsibility ceased. From an inspection of the party wall before the removal of the roof he would not have been able to tell that the wall was a mere shell, and indeed we have his word for it that his assistant reported it to be seemingly in good condition. To all intents and purposes it was, for, not even an architect can see through a brick. But had Mr. HAZELAND been employed to supervise the addition of the new storey, we are told that he would have been able to see the faulty construction of the wall so soon as the roof had been taken off. He would have called attention to the matter and the wall having been rebuilt, the collapse and appalling loss of life occasioned by it would never have taken place.

Another point which strikes one is how did it come about that the faulty construction of the party wall was not discovered by the

Inspector of Buildings when the roofs of the houses were removed to permit of the additional storey being built? There is nothing in the evidence of either Mr. TOOKER or Mr. CRISP to show that any Public Works official visited the building while the new storey was being added, except when preparations were being made for doing so. We all know how horribly undermined the Public Works Department is, and doubtless some explanation of this point will be forthcoming; an inspection may have been made. Still, we think that this is a point which should have been made clear in the enquiry. Why, we would ask, is an Inspector of Buildings employed if buildings are not inspected? It was not the duty of the Public Works to exercise some degree of supervision over this case, then we do not see the good of employing a Building Inspector at all.

The whole fact of the matter is, we think, there is too little supervision exercised over building operations in Hongkong. It is not, as we have before pointed out, the fault of the Inspector of Buildings, for no one man can do the work which he would be obliged to carry out were his office more than an empty name. We must either have a proper Government staff of Building Inspectors, or we must make some law by which no building can be erected except under properly qualified supervision. The ordinary Chinese building contractor is not a qualified man. He can build a wall or put on a roof, but he knows nothing about strains and the weight carrying capacities of arches and so on; and thus he cannot be expected to look after the work properly. Besides, the more hollow walls he can build and the less lime he puts in his mortar the more profit he makes, and so he wants looking after. Can we not have the Building Ordinance amended so that the employment of a qualified architect to supervise the erection of all but minor buildings is imperative? Then the architect would be in some measure responsible if a collapse from Jerry-building occurred, and the result would be that the erection of these death traps would cease.

REUTER'S TELEGRAMS.

PRINCE CHUN'S MISSION

TO GERMANY.

LONDON, August 29th.

Prince Chun's delay is inconveniencing

the Kaiser, who is unable to go to Kiel.

The Kaiser may possibly be compelled to modify his demands.

GENERAL CASELEE AT

VANCOUVER.

General Caselee has arrived at Vancouver.

NAVAL RATIONS.

The Committee on Naval Rations has re-

commended modifications entailing an ad-

ditional outlay of \$187,000.

LATER.

PRINCE CHUN'S MISSION

TO GERMANY.

PRINCE CHUN has recovered but shows no

signs of proceeding to Berlin; he has sent

several long despatches to Singanfu. The

retiring Chinese Ambassador has arrived at

Basle; he left Berlin suddenly, quite un-

ceremoniously, without bidding farewell to

the Emperor.

WEATHER REPORT.

The Observatory report says—

On the 31st at 11.50 a.m. barometric changes

are slight. Pressure remains high over China,

and a shallow area of low pressure seems to

extend between Formosa and W. Japan. Gra-

dients slight for N.E. winds on the China coast,

and for S.W. winds over the middle part of the China Sea. Forecast:—N. or varying

winds, light; fine.

COLONEL BUCK, American Minister to Tokio, who was spending the summer in Nikko, re-

turned to Tokio immediately he heard of the

Hawaiian quarantining affair. He wired to

America promptly and is understood to be

waiting for an official account of the affair.

The Japanese authorities have been making en-

quiries into the matter, and the Government will

ask for the dismissal of the Hawaiian Quarantine Officer concerned in the affair and a guarantee that unpleasantness

of the kind shall not recur. This we gather says the *Kobe Herald*, from a vernacular journal which adds that it is reported that the Ameri-

can community is indignant over the conduct

of the Hawaiian officers. There is no doubt

that the matter

NOTES.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS.

KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 20th Sept., at 4 P.M.
J. W. Ekstrand	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
BINGO MARU	TUESDAY, 10th Sept., at Noon.	
F. Davies	MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
KAGOSHIMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Noon.
K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 20th Sept., at Daylight
RIOJUN MARU	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight
O. Ohno	HAMA	FRIDAY, 20th Sept., at Noon.
MUKE MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
M. Yagi	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight
AWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
N. Treni	NAKASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Noon.
TAMBA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
J. W. Wade	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight
YAWATA MARU	NAKASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Noon.
A. E. Moses	NAKASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Noon.
ROSETTA MARU	NAKASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Noon.
N. Tae	NAKASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Noon.
INADA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight
W. Bambridge	The Principal Cities in the United States, Canada and Europe, in connection with the NORTHERN RAILWAY and Atlantic Steamers.	Through Passenger Tickets and Bills of Lading issued for the United States, Canada and Europe, in connection with the NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.

NISSON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.
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THE Twin Screw Steamship

"AMERICAN MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 31st August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS-CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship"PARMATTIA,"
Captain R. T. Cook, R.N.R., carrying His Majesty's Nails, will be despatched from this for BOMBAY, on SATURDAY, the 14th September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent

Hongkong, 29th August, 1901.

THE NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Sept. 3
Duke of Fife	5,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1
Victoria	3,502	J. Pantom	Oct. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation, First-class Table, DOCTOR and STEWARDESSES carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK. To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, &c.

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"JUPITER" about 21st Aug.

"MOGUL" 21st Sept.

"KURDISTAN" 10th Oct.

"SATSUMA" 10th Oct.

"LENNOX" 10th Oct.

For further Particulars, apply to

DODWELL & CO., LIMITED,

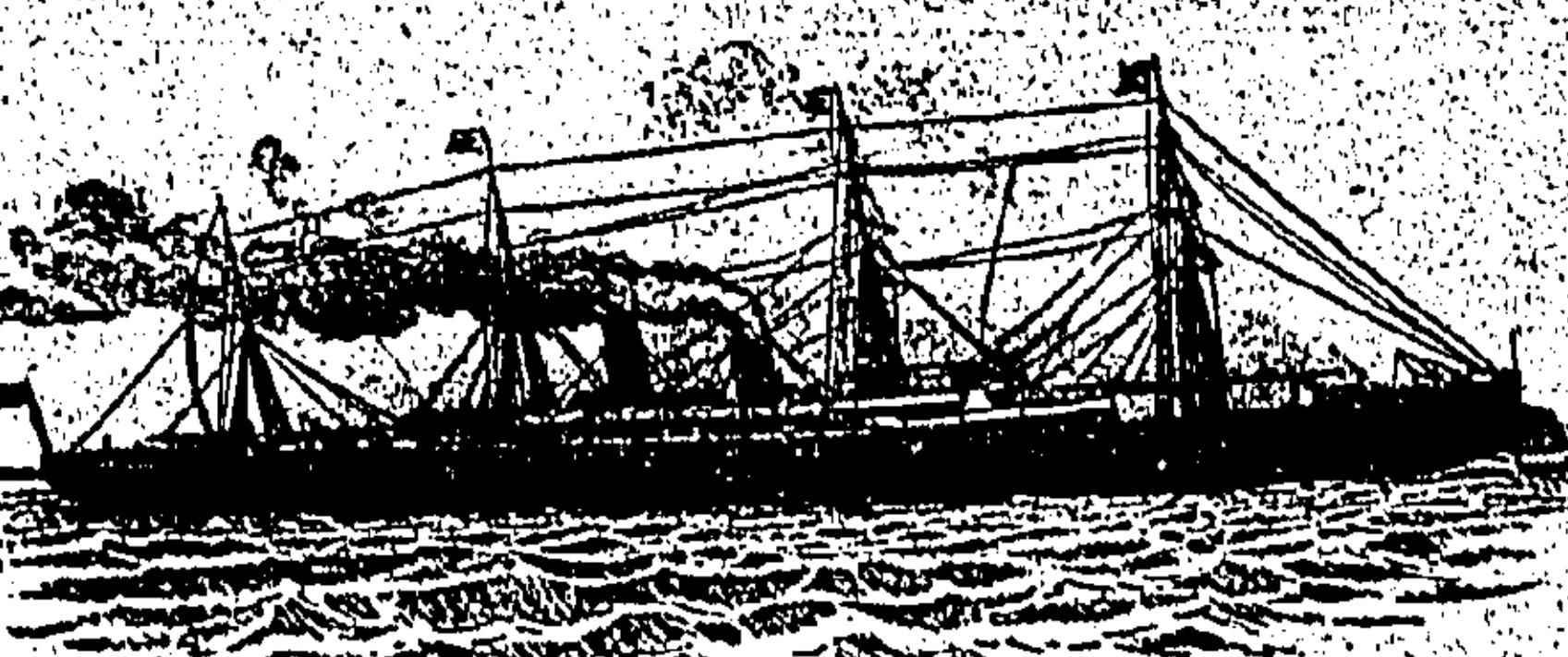
Agents.

Hongkong, 26th August, 1901.

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NOTES.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"JAELIU"	WEDNESDAY, 2nd October, at Noon.
"OHINA"	SATURDAY, 15th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PEAU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Consular Invoices to accompany each shipment

JAPANESE TROOPS IN NORTH CHINA.

Mr. George Lynch, in a criticism of the Allied Troops taking part in the campaign in North China, writes as follows concerning the Japanese, which is of special interest, when taken in connection with the unwilling admiration expressed by the *Nova Vremya*, as reported in a recent telegram:

"The Japanese infantry were a surprise and a revelation to most of the Allies. Notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge of the management of horses which comes instinctively to the English groom, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of the infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of riksha men, who consider thirty to thirty-five miles of running not an excessive day's work."

"Often watching the Japanese manoeuvring in the field, it occurred to me that if the men of her entire army had not served an apprenticeship between the shafts of the riksha, they must at least have passed through some training equally severe. On the expedition to Peking they carried with them a number of light calibre guns; which they pulled into action and kept right in the firing line. In every detail of their camp equipment, food supply, and field hospital corps, there was a neatness of packing and arrangement which apparently resulted in their carrying all their requirements in about a third less space than any of the others. The simple fare of the Japanese soldiers was ideal for campaigning. Broadly speaking, it consists of rice, with what might be called a flavouring of strong-tasting dried fish and mysterious brown condiments suggestive of curry. As they have modelled their fleet on our own, so they have drawn from the French and German armies a selection of their uniform and equipment. The colour of their uniform at home is dark blue. But during the expedition to Peking their uniform was white, which would have markedly conspicuous in operations against any other force that was composed of less bad marksmen than the Chinese. This is now to be abandoned, and is to be replaced by something in the nature of khaki, and their heavy round German caps by straw hats or helmets, which will give more protection against the sun; although not looking so smart."

"Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every Japanese as a natural heritage. They seem to love fighting for fighting's sake. They appear to enjoy the whole thing as schoolboys do their games. They take their killing much more kindly than the others, and appear to be much more familiarised with the idea that it is part of the game. Indeed, there is a zest, and a verve, and go about them when in action that I have never seen in any other troops. There were numerous gallant instances in the siege of Tientsin of their utter disregard of death. And outside the gates of Peking it looked to me that ten men who were killed in their attempts to blow it up, might apparently have been indefinitely multiplied at the command of their officers without any danger of failing. When, at ten o'clock at night, they advanced to take the gate by assault, which they had failed to force in the morning, it was immensely attractive to observe the gaiety, the hilarity, with which they charged forward to the attack. All movements such as this they accompany with singing."

"At night, in the camp on the way up, what I had mistaken for some Buddhist evening prayer, when the soldiers ramped round like a human prayer-wheel, was, I subsequently discovered, the chanting of a war-song which had been composed by General Fukushima himself."

"The interesting thing to observe will be to see how the Japanese behave when they are getting the worst of it, how they will conduct themselves when they are outnumbered, or when under the strain of a losing fight. From a sporting standpoint, I'll be inclined to lay six to four on a Japanese against a Russian regiment. The inspiring, ingrained fighting spirit of the Japanese is identical with that of the Irish regiments, who are probably the best fighting men in the world."

THE SNAKES' PARADISE.

W. A. Fraser, in the *Canadian Magazine*.

The Borongo Islands lie about half-way between Calcutta and Rangoon. When the snakes die they go to the Borongos. That is their paradise; there they hold high carnival. I spent three years among them, and know of these things. From the giant python down to the deadly krait they are all there, all the ophidians. Even the salt-water snakes, that are all poisonous, they, too, are there. Two Europeans had preceded me on the Borongos, so there was considerable natural history on tap when I arrived, and we rapidly acquired more. One can't live among snakes without studying them; they insist upon it.

Each evening I killed an hour or so of the monotony by walking up and down the path in front of the bungalow. A big cat was my usual companion. His method of introducing himself to my notice was generally abrupt. He would lie in wait, and as I came along, spring out upon me, alighting against one of my legs. At other times he would lie on his back in the path and claw at my feet as I passed. One evening just after turning into the path from the bungalow, I felt something soft and yielding against my foot. Thinking it was "Billy," I gave the mass a gentle push. As I shifted the something, I saw a twisting gleam of white, not at all like the pale grey of Bill's fur. Of course I knew what that meant; jumping back I brought down my walking stick on the twisting thing, and yelled for a light. The servants came running from the cook-house with a lantern, and I saw that I had laid out a most villainous dabo! One touch from the cat-like fangs on my cotton-hosed instep, and within an hour I would have been dead.

"One of our party had occasion to visit a Mr. Savage, a half-caste landowner on the other side of the island. He went in a boat; and while the cooies were bringing up his maps, went up to the bungalow. He was sitting in a big chair on the verandah, talking to Savage, when he felt something drop from the last root on his shoulder. Leisurely he started to fise to see what had fallen, when the other man cried out, "For God's sake don't move; keep perfectly still!" Dunlop knew what that meant. Stealthily the old man took a Burmese *dab* (word) from the wall, and cut-like crept toward the white man with the thing on his shoulder. Within striking distance he paused,

and raised the *dab* high in the air, cut the thin twine in two, and swiftly downward stroke. Then his nerve, rattled and tugged at for sixty years, until it was weak, failed him, and the sword clattered from his numb fingers to the floor.

"My God! I can't do it," he whined, in a broken voice; and reeled back against the wall, where he stood staring with weak eyes at the sahib and his burden.

Dunlop neither moved nor spoke; it was

a revelation to most of the Allies,

Notwithstanding the enormous trouble

they have taken with their cavalry,

it is immensely inferior to every other arm

of their service. This is not to be wondered at;

when we reflect how little the Japanese are

accustomed to horse-riding at home, and what

small opportunities they have of acquiring that

knowledge of the management of horses which

comes instinctively to the English groom,

or to the Irish farmer's son, or field labourer.

The lack of efficient cavalry is with the Japanese

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training. If they have not horses at home,

they have plenty of riksha men, who consider

thirty to thirty-five miles of running not an

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"The coffee-planter joined us at my first breakfast upon the estate. Rather to meet his expectations than "hater my host, I praised our surroundings cheerfully.

The proprietor endeavoured to conceal his

vanity, and failed completely. "The shanty

cost me nine hundred dollars to build," he said,

"or say—forty-five pounds. Put it briefly

thus: 'Jungle timber, timber planks, planke

masionette.'

"I should call it a villanelle," I suggested.

The remark was not appreciated.

"Even the windows," our host continued,

"are home-glazed with the glass tops of rubber

plant boxes." One might have credited many

origins to the windows, though the coffee-planter

asserted that, given sufficient soap and water,

one might see through them a charming aspect

of the jungle.

"After breakfast we leisurely surveyed the

estate, procedure that delighted them always.

At one spot half a dozen Chinaman transformed

the land into a kitchen garden. A little further

we encountered a company of Malays peeing

out the ground for the young rubber plants.

Sons of still another country, Javanese coolies,

laboured close by upon hollowing out a drain.

They worked under contract, and their ex

actions in the mist heat were heroic. A pressure

of the spade, a clever turn of the wrist, and

instantly after a cloud of black mud ay deposited

high above them. The slums of London know

no labour so arduous as theirs. From the

Javanese we returned to the bungalow and

bottles of tepid beer. "With each loose cork

the coffee-planter grew more optimistic regard

ing the future of his produce, "Brazil," he

said, "is played out. Two years hence coffee

will be sold out till then!" he added, wistfully.

There lay the rub. Debts increased daily.

Bankers would not be wheedled into granting

fresh loans. Luxury was unknown. Tobacco

had replaced not very costly cigars. Meat

meals always an ill-conditioned fellow a holiday

jaunt a trip upon the "Sappho" to Singa-

pore. A journey to the moon was as feasible

as a visit to the old country. "Tida apa"

they muttered often enough with the Malays,

but it was a very sour "Never mind." And in

spite of all, they managed to play very respect-

able cricket.

The warm beer palled, and we sauntered

abroad again, this time to see a small fire.

A straight line under the terrible sun. Each

carried a can of kerosene and some lucifers.

The oil was sprinkled upon the lumber, and

soon a little flame showed that the jungle was

alight. Half an hour later a roar of fire under

a canopy of smoke satisfied our host that the

burn was progressing satisfactorily. So we

returned to the insipid beer.

Enthusiasm reigned inside the bungalow

thenceforth until my departure, in the middle

of an inopportune rain squall. As I parted

from them I almost wished myself a planter.

The two years of the coffee-planter's anxiety

are passed; and in the Far East somewhere

he hawks coffee utensils around the City.

Of the rubber planter one hears nothing;

but his friend, tramping daily from St. Paul's

to the Tower and back again hopes always to

hear some day that his struggles have proved

victorious. "Fall Mall" *Gautier*.

ticks, besides those given to him by his Russian customers in actual coin.

Finally, many of the Russians believe that the Powers will ultimately discover that they have embarked on a costly and endless undertaking for the benefit of German trade, and of German trade only. We sow in order that the Germans may reap. We are spending millions of money and some valuable lives in order that we may throw open the gates of China to Germany. And when we consider the feeble and irresponsible attitude of the British Government during this Chinese crisis, who shall say that the Russian view is not the right one?

WINNING THE RUBBER.

In Singapore they had always called the four hundred acres of dry, brown earth "The Estate," knowing that none could betray him, the proprietor and his nearest neighbour, the coffee-planter. Ignorance in the club as to its condition and often as to its exact situation has passed the term without a gibe. On the "estate" itself, I wondered at the owner's audacity.

There was a claimant to the land, whom it was necessary to fight continually. Possessed of ancient title-deeds, vigorous and crafty, the jungle struggled incessantly to regain the clearing. Half-burnt logs and trunks lay scattered upon the ground every side. And ever I heard the crash of falling timber as yet another tree was hewn from the jungle's ranks. But, for these, and the repeated cries of the wah-wah smoothing his silky brown coat with his long arms, nothing disturbed the desolate, intolerable silence of the Malay forest.

One blessed the shrill monotones of the monkey, while one wearied of them. On three sides of the clearing the jungle was drawn up in battle array, on the fourth a mud-coloured river raced past a small wooden pier and my host's bungalow.

The coffee-planter joined us at my first breakfast upon the estate. Rather to meet his expectations than "hater my host, I praised our surroundings cheerfully.

The proprietor endeavoured to conceal his vanity, and failed completely. "The shanty cost me nine hundred dollars to build," he said, "or say—forty-five pounds. Put it briefly thus: 'Jungle timber, timber planks, planke

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Sons of still another country, Javanese coolies,

laboured close by upon hollowing out a drain.

They worked under contract, and their ex

Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Upper country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cider, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1868.

UNTOUCHED BY HAND.



C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED AND RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prize at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES.
Nos. 14 & 16, Queen's Road Central.

BENEFIT

For the WIDOW and CHILDREN of the
Late Armourer-Sergeant A. WILLIAMS, 2nd
Battalion Royal Welsh Fusiliers:

Under the Distinguished Patronage of
His Excellency Sir H. E. BLAKE, G.C.M.G.;
Commodore F. POWELL, C.B., R.N.;
The Officer commanding the Troops—Colonel
L. F. BROWN, R.E.

A GRAND MILITARY TATTOO will
take place on the HONGKONG VOLUN-
TEER PARADE GROUND (by kind permission
of the Acting Commandant) commencing at
9 P.M. sharp, on WEDNESDAY, 4th Septem-
ber, 1901.

The Military and Navy of Hongkong will be
represented in a Torchlight Procession, headed
by Bands, Drums, Fifes, and Pipes of the
Garrison, kindly lent by the Commanding
Officers.

Tickets can be obtained at—
Messrs. KELLY & WALSH.
THE ROBINSON PIANO CO.,
HONGKONG VOLUNTEER CORPS HEAD-
QUARTERS, and
At the different MESSSES.

Hongkong, 26th August, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sale Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR-SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1901.

NEW GOODS.

PLENTY
IN
HAND
CURIOS.

D. NOMA
No. 12,
Bacchusfield
Arcade,
Opposite the City Hall,
Hongkong, 10th April, 1901.

Intimations.

SIENTING,

SURGEON DENTIST,
No. 14, D'AGUILAR STREET,
TERMS VERY MODERATE,
Consultation free.

Hongkong, 29th September, 1901.

DENTISTRY.

SUL SANG,

(Lately Practicing with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road, Central.

Hongkong, 3rd January, 1901.

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